2. THE FRAMEWORK SHALL BE STRONG ENOUGH TO SUPPORT A 200 POUND CONCENTRATED LOAD WITHOUT DEFORMATION OR FAILURE.

3. ANCHOR PINS SHALL BE USED TO SECURE THE FRAMEWORK AGAINST ANY MOVEMENT ALONG THE SUBGRADE.

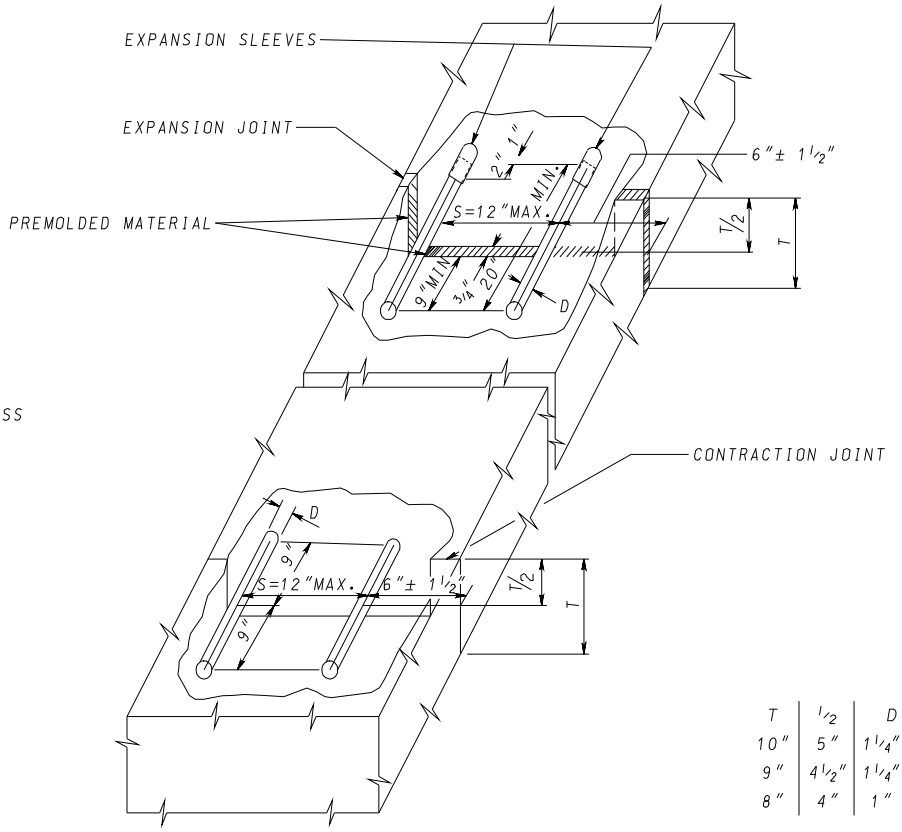
4. THE DOWELS AND SUPPORTING FRAMEWORK SHALL BE STABLE AGAINST OVERTURNING, INDEPENDENT OF ANY ANCHOR PINS, AND UPON APPLICATION OF THE 200 POUND CONCENTRATED LOAD THEY SHALL NOT BE DEPRESSED BELOW THEIR NORMAL POSITION IN THE PAVEMENT SLAB.

3AR END AND TO LAP BACK 2" ON THE BAR AT THE TIME OF INSTALLATION.

6. THE DOWEL (D) SIZES SHOWN BELOW WILL BE USED FOR THE PAVEMENT THICKNESS INDICATED UNLESS OTHERWISE STATED IN THE SPECIAL PROVISIONS.

7. SEE SECTION 908.02 FOR DOWEL BAR MATERIAL SPECIFICATIONS.

EXPANSIO



T = PAVEMENT THICKNESS

T	1/2	D
10"	5"	1 1/4" 0
9"	4 1/2"	1 1/4" 0
8"	4"	1" 0

SPECIFICATION	CATEGORY CODE ITEMS
APPROVED	Kat G. McCall DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

APPROVAL • SHA REVISIONS		APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL	1-11-61	APPROVAL	1-10-62
REVISED	10-1-01	REVISED	
REVISED	3-25-10	REVISED	
REVISED		REVISED	

SHA State Highway Administration

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

REINFORCED CONCRETE PAVEMENT REQUIREMENT FOR LOAD TRANSFER DEVICES

STANDARD NO. MD 572.21